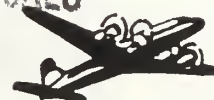


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# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 46 No. 12

December 1995

## Kari-Keen Leaves Beacon Star



Frank Bass's rare antique Kari-Keen airplane has left Beacon Star for its new home, the Reynolds Museum and Hall of Fame in Wetaskiwin, Alberta, Canada. It is one of the most beautiful museums in the western United States and Canada—a wonderful place for the Kari-Keen to spend the rest of her years.

The little, orange and green Kari-Keen was the only one left in existence. It was built by a trunk company in Sioux City, Iowa, in 1929. The aircraft arrived in Montana 25 years ago on a truck as a very fragile looking load of material better known as 'junk.'

Frank Bass and Frank Felke restored the junk pile into a gorgeous, flying airplane that has won many awards/trophies throughout the country in the past 20 years. It has won first place in the Antique Division at Oshkosh, Wisconsin and at Blakesburg, Iowa. The airplane is well known throughout the country.

It was a cold, chilly and somewhat sad day for Frank Bass when the Kari-Keen left Beacon Star. Many people in the aviation world in Montana, particularly fellow

antiquers, will miss her appearance at the many fly-ins around the state.

Although an old friend has left Montana, you can still visit her in the beautiful Reynolds Aviation Museum at Wetaskiwin, Alberta.

## Coming At You Montana Aviation Conference

Colonial Inn, Helena

(406) 443-2100

February 28–March 2, 1996

**Plan Now !**

See page 4 for more information.



Frank Bass shakes hands and wishes Byron Reynolds well—hoping the old girl gives him as many enjoyable flying hours as she has Frank.

# Administrator's Column



## Essential Air Service

**Continues:** After much debate and political maneuvering between the two houses in Congress, fund-

ing for the Essential Air Service (EAS) program did emerge, although not without substantial reductions. In FY95, 107 communities received subsidized service totalling \$30.9 million. The EAS program budget was reduced from \$33.4 million to \$22.6 million or about a one-third reduction. This amount is not adequate to continue the program as it has operated in the past so several criteria are spelled out such as: if a community is less than 210 miles from the nearest medium or large hub and their subsidy exceeds \$200 per passenger then that community is no longer eligible; if a community is less than 70 miles from a medium or large hub they are no longer eligible; subsidy will no longer be permitted for service to two hubs; subsidy will only be paid for five day per week service. However, there is some flexibility in this, allowing a carrier to cut some service during the week in lieu of totally cutting weekend service. Also, subsidy will be paid to support no more than two round-trips per day or ten round trips per week. All seven of the EAS subsidized communities are served by Big Sky Airlines which has had to adjust its schedules in order to meet the mandates of the US Department of Transportation order. Big Sky Airlines has responded to the desires of the EAS communities by keeping some weekend service and cutting some week day service so they still receive seven days per week scheduled service. A great deal of credit for getting the program funded for FY96 is due to the combined relentless efforts of Senators Baucus and Burns. I'm sure there will be as many or even greater obstacles to overcome next year to receive adequate appropriations to continue the EAS program.

## General Aviation Business Barometer:

The National Air Transportation Association (NATA) and the Aviation Research Group/US. (ARG/US) teamed up to develop a General Aviation Business Barometer to help enhance general aviation business activity. Data will be collected from the nine FAA regions which will report sales in both Jet-A and Avgas, maintenance sales, charter activity, flight instruction, and flight training. NATA members will report this information to ARG/US for compilation and reporting. The purpose for the barometer is to allow aviation businesses the ability to better track trends within the industry and to adjust as deemed necessary. Hopefully, this will slow the alarming decline in fixed base operations throughout the country.



**Holiday Greetings:** It seems that 1995 has passed so quickly—it's hard to believe it is nearly 1996. I hope that 1995 has been a happy and prosperous year for all of you and I would like to extend my best wishes to you and your families for a happy holiday season and for prosperity and safe flying in 1996.



## Calendar

**January 23**—AMAA Conference, Great Falls.

**January 26-28**—Winter Survival Clinic, Helena.

**February 2-3**—Flight Instructor Refresher Clinic, Helena.

**February 28-March 2**—Montana Aviation Conference, Helena.

**March 3-6**—Upper Midwest Aviation Symposium, Bismarck, North Dakota.



### *Montana and the Sky*

Department of Transportation

Marc Racicot, Governor

Marv Dye, Director

Official monthly publication  
of the

Aeronautics Division

Telephone 444-2506

2630 Airport Road

Helena, Montana 59604

Michael D. Ferguson

Administrator

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Q Communications Group



## **ALOA Scholarship**

A Love of Aviation Scholarship (ALOA) established in 1993 by an anonymous donor, due to the retirement of the Van De Riet Flight Scholarship, will again be awarded in 1996.

The \$250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1996 Montana Aviation Conference in Helena.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, future careers goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1996. ✈

## **99s Scholarship**

The Montana Chapter of the Ninety Nines will award the fifth annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship at the Montana Aviation Conference in Helena. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate together with other application materials. Improperly submitted applications will be disqualified.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, (406)-222-6826; Gail Sanchez-Eaton, 1615 S. Black, #108, Bozeman, MT 59715, (406) 586-4126; or contact the Aeronautics Division at P.O. Box 5178, Helena, MT 59604, (406) 444-2506. ✈

## **Art Contest**

The 1996 International Aviation Art Contest is underway! The contest was designed to motivate and encourage children of Federation Aeronautique International (FAI) member nations to become more familiar with and participate in aeronautics, engineering and sciences.

The theme of this year's art contest is Airfield which was chosen to recognize those facilities serving general aviation aircraft, as distinguished from larger commercial service airports.

Entries will be judged in three classes with national and international awards being presented.

If you would like a contest brochure with complete contest rules, please contact the Aeronautics Division at 406-444-2506. Entries must be postmarked by February 16, 1996 and must be sent to the Division at P.O. Box 5178, Helena, MT 59604. ✈



## **Aircraft Mechanics Refresher Seminar and IA Renewal**

The Montana Aeronautics Division mechanics refresher clinic will again be held in conjunction with the annual statewide aviation conference. The Conference is being held February 28-March 2, 1996, at the Colonial Inn in Helena.

The mechanics seminar will be held on Thursday, February 29 and Friday, March 1. There will be more than the FAA required eight hours allowing you to pick and choose from a wide range of speakers from the industry and the FAA. A well-rounded schedule has been planned and should please everyone in attendance.

Make plans to attend now! ✈

## **WINTER SURVIVAL CLINIC**

January 26, 27, 28,  
1996

**REGISTER NOW!!**

## **Flight Instructor Refresher Clinic**

The Montana Aeronautics Division will host the Flight Instructor Refresher clinic on February 2-3 in Helena at the Aladdin Motor Inn. This clinic meets the FAA renewal requirements for CFI and Chief CFI.

The tuition is \$90 in-state, \$100 out-of-state. Class size is limited to 65 participants.

A block of 25 rooms at the Aladdin Motor Inn has been reserved for participants of the clinic. You will have to contact the motel directly at 800-541-2743 before January 23 to reserve a room at the special state rate of \$31.20 for a single of \$42.64 for two people/two beds.

The clinic will be conducted by Gaits Aviation Training and their CFI Refresher Clinic Schedule is as follows:

### **Friday, February 2**

4 pm-9:50 pm  
Course Objectives and Philosophy  
Fundamentals of Instruction  
Human Factors  
Practical Test Standards  
Mini Teaching/Sharing Workshop

### **Saturday, February 3**

7 am-5:30 pm  
Weather  
Mini Teaching/Sharing Workshop  
Flight Safety  
Review and Stage Test  
Instructor Professional Responsibilities  
Recurrency/Transition Training/Multi/Wings Regulations  
Stage II Test  
Critique and closing

# Montana Aviation Conference

## February 28–March 2, 1996

### Colonial Inn — Helena

- Nationally Recognized Speakers
- Aviation Industry Exhibits
- Panels and Seminar Sessions

Evening with Dr. Cockrell  
Global Positioning System  
Weather  
Flight Safety Programs  
Flying Companion Seminar  
Airport Management Session

FAA Question & Answer Session  
Aircraft Mechanics Seminar  
Automated Weather & Flight Planning  
Aerial Applicators Seminar  
Aviation Career Awareness for Students  
Antique Aircraft Restoration

### Plus More Sessions of Interest

Registration Fee: \$30 per person; \$40 per family, allows entry to all events

**Those who preregister will be eligible for a special drawing!**

**Room Reservations:** Rooms have been blocked at the Colonial Inn.

**Meals:** Separate from registration and **must** be reserved 48 hours in advance:

Thursday Kick-Off Luncheon, \$10, must be reserved **prior to** the Conference.

Friday luncheon, free (be sure to make reservation if you will be attending).

Saturday awards luncheon, \$10; Saturday banquet, \$22.


1996 Conference Co-sponsors — MAMA, MPA, Montana Aeronautics Division

Tear off and mail the preregistration today.

## Rocky Instrument Course

Pilots who want to study for their instrument rating may take advantage of RMC's Instrument Ground Course AVS201, which will be offered as an evening class during the spring semester. This regular college course provides a comprehensive study of instrument flight, and can be audited for only \$75 plus text materials. The course prepares you to pass the FAA instrument written exam.

Classes will be held from January 9 through April 11, 1996, on Tuesdays and Thursdays from 6:30–8 pm. The instructor is Edward Trautwein, former Northwest Airlines pilot, RMC flight simulator instructor and adjunct faculty. To register call RMC Continuing Education Services at 657-1040-1041 or 1-800-877-6259.

The RMC Frasca 142 flight simulator can be made available for your training needs at an optional charge. For more information call RMC flight simulator office at 657-1062. 

## MONTANA AVIATION CONFERENCE – FEBRUARY 28 – MARCH 2, 1996

PLEASE TYPE OR PRINT

MAIL TO: Montana Aviation Conference ■ P.O. Box 5178 ■ Helena, MT 59604

NAME(S) OF PARTICIPANT(S) (for name tags) \_\_\_\_\_

ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_

YOUR ORGANIZATION AFFILIATION:  
(choose one only for name tag)

- ☐ MPA   ☐ MATA  
☐ MFF   ☐ MAMA  
☐ 99S   ☐ MAAA  
☐ EAA   ☐ AMAA  
☐ CAP   ☐ MSPA  
☐ Other \_\_\_\_\_

**MAKE CHECKS PAYABLE TO  
MONTANA AVIATION CONFERENCE**

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets **must be** purchased 48 hours in advance.

	ENCLOSED
Reg. Fee _____ @ \$30/person	\$ _____
_____ @ \$40/family	\$ _____
* Thurs. Luncheon _____ @ \$10	\$ _____
Fri. Luncheon _____ @ FREE	\$ _____
Sat. Luncheon _____ @ \$10	\$ _____
Sat. Banquet _____ @ \$22	\$ _____

\*RESERVATION MUST BE MADE PRIOR TO CONFERENCE FOR THURSDAY LUNCHEON. REFUNDS MUST BE REQUESTED BY MARCH 18, 1996—NO EXCEPTIONS. FOR MORE INFORMATION CALL (406) 444-2506



# Tis' The Season ... (to be flying)

By: Santa Claus

(with help from #1 elf, Jim Greil)

The holiday season can be one of the most beautiful times of the year to be enjoying the spacious skies of Montana. The crisp cool air, nature's glistening white blanket, and Montana's majestic scenery are just a few reasons to enjoy taking to the skies at this time of year. However, there are some rules to be adhered to and a few precautions to be taken to make this time of year safe for flying.

Assume your destination airport is snow covered and slick. It is always advisable to contact the airport manager prior to a winter trip in order to be sure of runway conditions, however, this does not guarantee that those conditions will exist upon your arrival. Be sure to check all NOTAMS prior to departure. Many airports throughout the state do not maintain or provide snow removal in winter months. Sometimes the only difference between a "closed" airport in winter and an "open" one is simply the spelling of each in the directory. Assuming an airport is snow covered and slick, try to

ascertain what the snow depth is and if your aircraft can handle it. A recent accident at the snow covered runway at Seeley Lake emphasize the dangers associated with landing on a crusty snow layer (luckily, only the airplane was hurt at Seeley). If landing on snow or slush, be sure to perform a good pre-landing observation from the air and always practice good soft field takeoff and landing technique. Never practice your proficiency in adverse conditions, practice in good conditions first, then "show off" when there's no doubt.

One piece of advice given to me long ago regarding aircraft loading was "never skimp on fuel or survival gear to save weight." This statement has especially significant meaning during the winter months. A good survival pack is essential for any flying and one suited uniquely for cold weather is a must when flying now. A handy thing to do is carry two survival packs, one that contains your normal gear and one that contains items directly related

to cold weather, ie...boots, heavy coat, sleeping bag, etc. This eliminates unnecessary weight when flying at the warmer times of year. Probably the most important thing to do when flying in the winter is to dress for the climate WHILE flying. In an accident, you may not be able to reach or use your survival gear for a variety of reasons. A course sponsored by the Montana Aeronautics Division, the winter survival clinic is a good idea, and I guarantee you will come away with new ideas, (why do you think I wear my red suit while navigating reindeer—simple tip given to me at the winter clinic).

Flying in the state at this time of year can be challenging and fun. With common sense and the realization that the weather can turn on a dime, especially in Montana, it need not be dangerous. Happy holidays and "sleighf" flying.

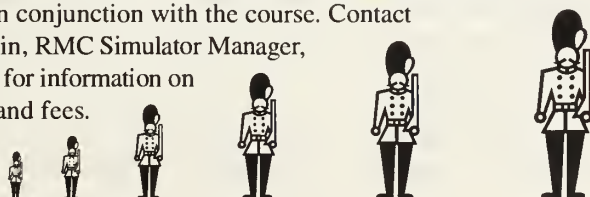


## Crew Resource Management Course

Applied human factors in flight operations is a new focus in aviation accident prevention popularly known as Crew Resource Management. Dr. Guy Smith, Manager of Human Factors Practices for Northwest Airlines, will conduct a three-part course on CRM during January and February of 1996 at Rocky Mountain College Aviation in Billings. The course will address such topics as communications, decision making, team building, work load management, situation awareness and technical integration.

The Saturday course sessions will be held on January 20, February 3 and 17 from 9– 11:30 am and 12:30–2pm at Rocky Hall. The fee for the course is \$75. To register call RMC Continuing Education Services at 657-1040-1041 or 800-877-6259. For more information call RMC Aviation at 657-1060.

Simulator instruction utilizing Line Oriented Flight Training (LOFT) scenarios designed to build crew coordination skills can be scheduled in conjunction with the course. Contact Ed Trautwein, RMC Simulator Manager, at 657-1062 for information on scheduling and fees.



## Just How Good Are Those Weather Forecasts Anyhow?


By: Rick Ward, Air Traffic Control Specialist, Denver FSS  
(Reprinted with permission)

Those of us who work in Flight Service Stations across the country are often asked this question by interested and concerned pilots.

Complete faith in weather forecasts is almost as bad as no faith at all.

It's important that a pilot take the time to understand the limitations, as well as the capabilities of present day meteorology. The technology and tools available to provide better weather forecasts are improving rapidly, yet forecast accuracy still stems from what is known to be happening and what is measured in the atmosphere.

A SAFE PILOT continually views aviation forecasts with an open mind. He knows it is less exact than anyone likes. He is aware that weather is always changing and consequently, the older the forecast, the greater chance that some part of it will be wrong.

The WEATHER-WISE PILOT should look upon a forecast as professional advice rather than an absolute surety. 

# If Taxes Could Fly

By: James K. Coyne, President,  
National Air Transportation Association  
(Reprinted with permission from NATA News)

Those of us who work around airports know getting a plane into the air isn't easy. Aluminum doesn't naturally go that fast or climb so high. The engineering problems are complex, a complicated infrastructure is required, and almost everyone involved needs very specialized training. In short, we've learned there aren't any shortcuts or easy answers in aviation.

Unfortunately, aviation's top policy-makers in Washington haven't learned this lesson. Faced with public concerns about the future, pressures from industry and Congress for more effective management, and headlines in the press about compromised safety, antique computers, and regulatory inconsistencies, these bureaucrats are getting more and more confused. Wandering from meeting to meeting with frozen smiles and prepackaged "sales pitches," they seem more like puppets than proponents of positive change. Lost in a bureaucracy with no clear vision, they're whistling in the dark while our industry wonders if they're hatching some secret plan to drive us all out of business.

Sadly, the song they're whistling isn't very hopeful — it's that old Washington Classic: Taxes make the world go 'round. This famous one-answer-fits-all simple solution (known professionally in these parts as Send More Money) will again, they hope, come to their rescue. And this time you can "trust" them, because (for sure, for sure) revenue from all the new taxes will only go to aviation (haven't we heard that line before).

Who do they think we are? Are we simpletons who've forgotten all the devious aviation tax strategies of the past thirty years — the trustless "trust funds" and the permanent "temporary fees"? Or are we simply bottomless pits of money — the same deep pockets who finance our nation's mindless liability system? Or, as DOT Secretary Pena asserted in his responses to my Wall Street Journal article last month, are we those greedy businesses who are unwilling to accept "any burden to pay for their fair share of the FAA's costs?"

Fair Share! Any Burden! Please, Secretary Pena, come run one of the surviving businesses left in America. See what it's like to live in a world with taxes on top of taxes, where a good year's profit is only one or two percent, where new Federal regulations push up the cost of hiring our employees, where new FAA standards make our equipment more expensive to buy and operate, and where our valuable aircraft are often grounded because some FAA examiner can't meet his "workload"!

Tell me, Mr. Secretary, what's fair about requiring a charter operator to pay a 10% excise tax on nearly every penny he touches — even on the airline tickets he buys to bring his pilots home (that's a 10% excise tax on the 10% excise tax that's already included in the airline ticket)? What's fair about collecting all these taxes and then refusing to commission critical FAA equipment at our local airports that you say must be operating in order for us to fly IFR?

And what's fair about your standing in front of television cameras to needlessly frighten the traveling public about small aircraft and then propose absurd regulations that everyone knows won't make a difference? And what's fair about placing more and more restrictions on the airspace around our busiest airports, while refusing to support technology that would allow our airports and airspace to be more productively utilized? And what's fair about pandering to the interests of unionized Federal employees, when everyone else in the industry has endured wrenching layoffs and downsizing?

I think it's fair to say, with all due respect to Mr. Pena and his allies, that they have no true appreciation of economics in the real world. We can't just operate our businesses like we're building Denver Airport and swallow a billion dollar overrun. We live in a world where every dollar makes a difference — and where our customers are more cost conscious than ever before. We know ultimately the economics of our marketplace and we know higher taxes just won't fly!

Perhaps it's not surprising that egocentric Federal bureaucrats have come to believe that everything in aviation revolves

around them — how they're so important, separating all those planes from one another and signing all that paperwork for us, and how more money for them is the only solution. But aviation does not now and never has existed simply because the FAA made it so.

They are, of course, an important part of the system, but not the whole system. It's time they understood the importance of the role we play, too. Believe it or not, we're more than just a wallet that can be tapped (or tapped out!). In fact, if they'd just look a bit closer, they'd see that America truly needs us to keep flying — not higher taxes.



## E-Mail Addresses for Aeronautics Staff Now Available

Joining the information highway, all of the Aeronautics Division staff now have E-Mail addresses. For those of you who are used to using E-Mail, you know that it is quick, inexpensive, and convenient way to relay messages.

For those of you unaware of E-Mail use, you can send staff messages using your Internet site access, or American Online, CompuServe or other similar information service provider using their mail gateway.

Our addresses are:

Mike Ferguson	u2709@long.mdt.mt.gov
Debbie Alke	u0024@long.mdt.mt.gov
Redge Meierhenry	u5936@long.mdt.mt.gov
Jeanne Lesnik	u5245@long.mdt.mt.gov
Mike Rogan	u7558@long.mdt.mt.gov
Jim Greil	u3177@long.mdt.mt.gov
Patty Kautz	u4720@long.mdt.mt.gov
Christi Johnson	a0514@long.mdt.mt.gov

We hope this service makes it more convenient for you to communicate with us and serve your interests better.



# Search and Rescue Report

November 1995

- 11-2 ELT Kalispell (Kalispell, Ferndale, Polson) all ground checked, negative sweeps, incident close. 3.0 hours.
- 11-15 #7979 ELT 1722Z Langley. 10 SW Wisdom number of hits. Mike O'Connell went out airborne search 2130 Z Mike found a crashed aircraft 7.5 miles SW Wisdom. DLN Sheriff was phoned. Damage: prop, gear folded, wing tips, on private property, fence damage, non injuries. 7.0 hours.
- 1-18 2300Z Langley. ELT Kalispell, two negative hits, incident closed. 1.0 hour.
- 11-18 2018Z Langley. Double ELT hit only on 243. Called Malmstrom all aircraft accounted for. Took two negative hits, incident closed. 1 hour.
- 11-20 1830Z GTF FSS ALNOT, overdue N3136S. Three Forks to Augusta. Pilot found by Sheriff. Forgot to close flight plan. 1 hour.
- 11-20 #8099 Langley 2258Z. Dual frequency 121.5 and 243. Called GTF, District Co-Coordinator Bob Meadors heard on GTF Airport earlier. Malmstrom looked, District Co-Coordinator found. 3.5 hours.
- 11-20 #8100 ELT MT/ID border NW, one positive hit, two negatives, incident closed. 0.5 hours.
- 11-25 ELT/Accident 10 miles NE BZN. Pilot and passenger (two fatalities) 18 hours from start to aircraft find.

December 1995

- 12-5 0400Z Langley. Two hits, ELT plotted at Hamilton Airport. Bill Stewart to Hamilton Airport negative signal. Langley called negative. 2.0 hours.
- 12-7 0700Z Langley. Two hits Hamilton. Bill Stewart found ELT on airport. Old ELT pointer. Second time this ELT has gone off.
- 12-7 0400Z Langley. ELT Billings, went negative, incident closed. 1.0 hour.


Accident Report

On November 25, 1995, at 1554 (MST) an aircraft was substantially damaged when it collided with mountainous terrain approximately 13 NM northeast of Gallatin Field, Bozeman, MT. Both occupants (the private pilot and a passenger) were fatally injured. The flight originated at Troutdale, OR, with a stop in Lewiston, ID, and was on an instrument flight plan from Lewiston to Bozeman. The flight had been cleared by Salt Lake Air Route Traffic Control for an instrument approach landing to runway 12 at Bozeman. Instrument conditions prevailed in the accident area.

The pilot reported at These Intersection and was cleared for the approach at approximately 1544 (MST). The aircraft was not in radar contact during the approach. At 1546 (MST) the controller asked the pilot if he was established on the localizer yet; the pilot replied that he was not. At 1549 (MST) the controller again asked the pilot if he was on the localizer yet. The pilot replied that he was not and that he expected to be established in about four more minutes. At 1555 (MST) the controller asked a third time if the flight was on the localizer, this time without reply. At 1553 (MST) Great Falls recorded an emergency locator transmitter (ELT).

A search and rescue was initiated by Linda Marshall, Montana Aeronautics Division Search Coordinator District #11 at 1610 (MST). a SAR aircraft was airborne at 1615 (MST). At this time I would like to thank the many volunteers who participated in this search.

The ground team searched the mountainous terrain in the dark of night with eight inches of new snowfall. The SAR went through the night until 0300 (MST) November 26 when the terrain and conditions made it impossible to continue. Search resumed at 0600 (MST). The aircraft was recovered at approximately 0945 (MST) November 26, 1995.

Thank you Montana Aeronautics Division volunteers and staff. Civil Air Patrol, Gallatin County Sheriff's Department and Gallatin County Ground Rescue teams, Malmstrom Air Force Rescue Helicopter and Arlin's crew. 

Poly-Fiber, Inc. and Aerocenter Present

## A Poly-Fiber Covering Seminar

February 24 & 25, 1996 9 am-5 pm

To be held at:

Strand Aviation  
Kalispell City Airport  
Kalispell, MT  
406-257-7678

Accommodations available at:

Aero-Inn 406-755-3798, 800-843-6114

Local Contact:

Ray Sanders, 406-752-3591 phone/fax  
or call Aerocenter  
800-331-4375, 206-848-5047 fax

## SPECIAL BULLETIN

It has come to the attention of the Division that several NMACs (near mid-air collisions) have occurred to several pilots within the state recently due to the violations of an individual aviator apparently practicing maneuvers. This man is wanted for breaking several state regulations and causing undo havoc within the airspace around the state. Please report any sighting or the whereabouts of this individual directly to the Division, and do not try to apprehend the individual yourself. The violator is described as flying at extremely low levels, around densely populated areas and performing several landings in crowded, non-airfield environments. It is apparent that this aviator's skill is great and he is considered to have been creating this type of havoc for a long time. The individual is described as extremely heavyset, about 6'3" tall, wearing a long, white beard, and constantly laughing. The perpetrator is also said to be constantly wearing a red suit with white and black trim. The aircraft is described as an older model, brown and red sleigh with nine reindeer and sleighbells powerplant with one bright red anti-collision light located on the nose. Please report any sighting at once and have a Merry Christmas!

(NOTE: Division author anonymous but not too tough to identify! See page 5)

Merry Christmas  
Mike Rogan

Happy New Year  
Clyde Wilbur

Merry Christmas!  
Christi Johnson

WATCH OUT FOR RUDOLPH,  
James R. Lutz

Merry  
X-mas!  
Patty

Happy Holidays  
to 5252 "Flying Son"  
Mike Johnson

Holiday Greetings!  
Bebbie

Happy New Year!  
Jeanne Leonik



Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.

The Department of Transportation attempts to provide reasonable accommodations for any known disability that may interfere with a person from participating in any service, program or activity of the Department. Alternative accessible formats of this document will be provided upon request. For further information, call 406-444-2506 or TDD 406-444-7696.

## Notice

Thompson Falls Airport has begun construction this winter to rehabilitate the main runway and reconstruct the partial parallel taxiway as well as other items. Currently, the taxiway is now closed. Always check NOTAM's for current status



December 1995

Bulk Rate  
Postage Paid at  
Helena, MT 59620  
Permit No. 141

PO Box 5178  
Helena, Montana 59604